

CITY OF
HAYWARD
HEART OF THE BAY

Update on South Hayward BART TOD Project: Parking & Access Study Report and Associated Recommendations

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December 18, 2012

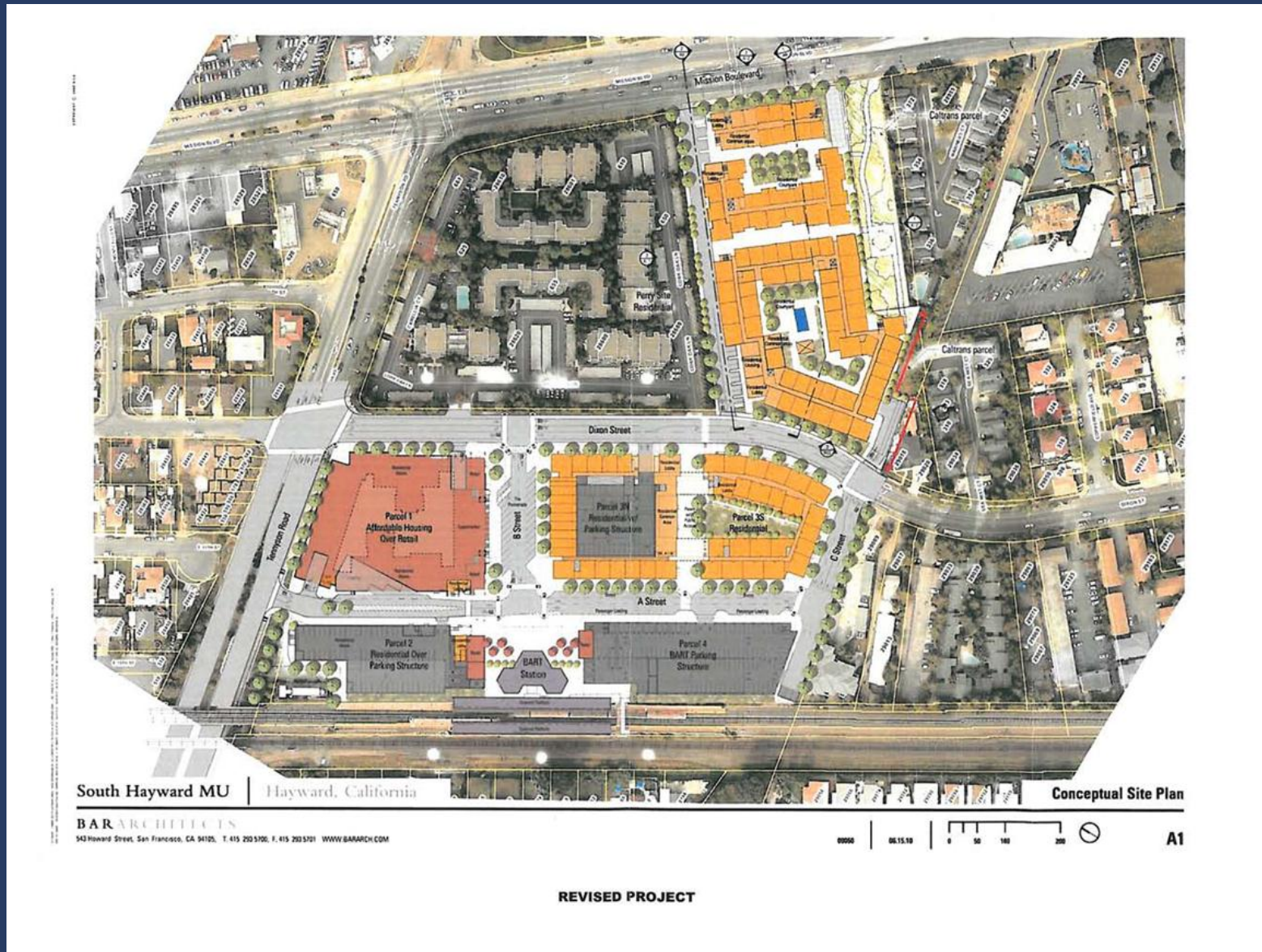


TOD Project – Current Project Status

- Minor Modification to Preliminary Development Plan approved by Development Services Director on June 8, 2011.
- Phase I to include 151 affordable units and 203 market-rate rental units (mapped for condos) on east side of Dixon Street.
- Phase I revised HCD funding: up to \$25 million (up to \$18 million Infill Infrastructure Grant (IIG) and \$7 million Transit Oriented Development (TOD) Housing Funds).
- Approval of \$6.525 million loan to Eden Housing for affordable component of project – June 2011; loan documents executed.
- Owner Participation Agreement executed; Planning Commission approval of Tentative Map on November 15, 2012.



TOD Project – Revised Phasing Plan



Parking & Access Study Background

- 2010 Nelson/Nygaard Study:
 - Evaluated impacts of 2009 South Hayward TOD project on parking at BART and in the surrounding area
 - Included development of 910-space parking garage on BART Main Lot
- 2010 Study recommended formation of Joint Powers Authority between BART and City to manage parking in South Hayward area
- July 2011: JPA Agreement approved
- Fall 2011 Update to Study:
 - Evaluated changing market conditions and impact of re-phasing of TOD Project
 - Key element – identification of replacement parking following loss of 174-space BART East Overflow lot to Phase I of development
 - First draft completed – March 2012



March 2012 Alternative and Community Feedback

Alternative

- Provided 100% replacement for needed BART parking
- Develop parking district in area around South Hayward station
- Allow BART patrons to share on-street parking with residents and businesses
- Allow some limited BART parking on Tennyson Road

Community Feedback

- Held community meeting March 26, 2012 at Moreau High School
- Approx. 50 residents attended
- Primary concerns: loss of parking in front of residences; need for permits to park in their neighborhoods; and further negative impact of development on conditions in neighborhood
- Expressed other general neighborhood concerns about safety and street lighting



November 2012 Update to Study



SOUTH HAYWARD BART STATION ACCESS AUTHORITY

SOUTH HAYWARD BART PARKING & ACCESS STUDY

FINAL DRAFT REPORT

NOVEMBER 2012



Key Findings

- BART patrons currently fill the main lot, fill the East Lot, park on Dixon Street in front of the Station, and spill over into residential neighborhoods;
- Adopt a residential parking permit program and minimize or eliminate impact on residents;
- Designate spaces for BART patrons outside of key residential areas; and
- Utilize parking revenues for the operations, maintenance, and capital costs of the parking district/JPA.



Parking Capacity and Needs

Summary of Current BART Parking and Proposed Alternative				
	Location	Current Parking	Proposed Parking	Difference
1	BART Main Lot	1,090	1,090	
2	BART East Lot	<u>174</u>	<u>None</u>	
		1,264	1,090	(174)
3	On-Street Parking	125	...	
4	Tennyson Road	0	142	
5	Mission Blvd.	0	40	
6	Dixon Street	<u>0</u>	<u>90</u>	
		125	272	147
	*Less ten vacant spaces	(10)		
		<u>1,379</u>	<u>1,362</u>	<u>(17)**</u>

* The report indicated that ten spaces were vacant when the lot counts were conducted. This number is being subtracted from the total current parking amount.

** Approximately 98% parking replacement.

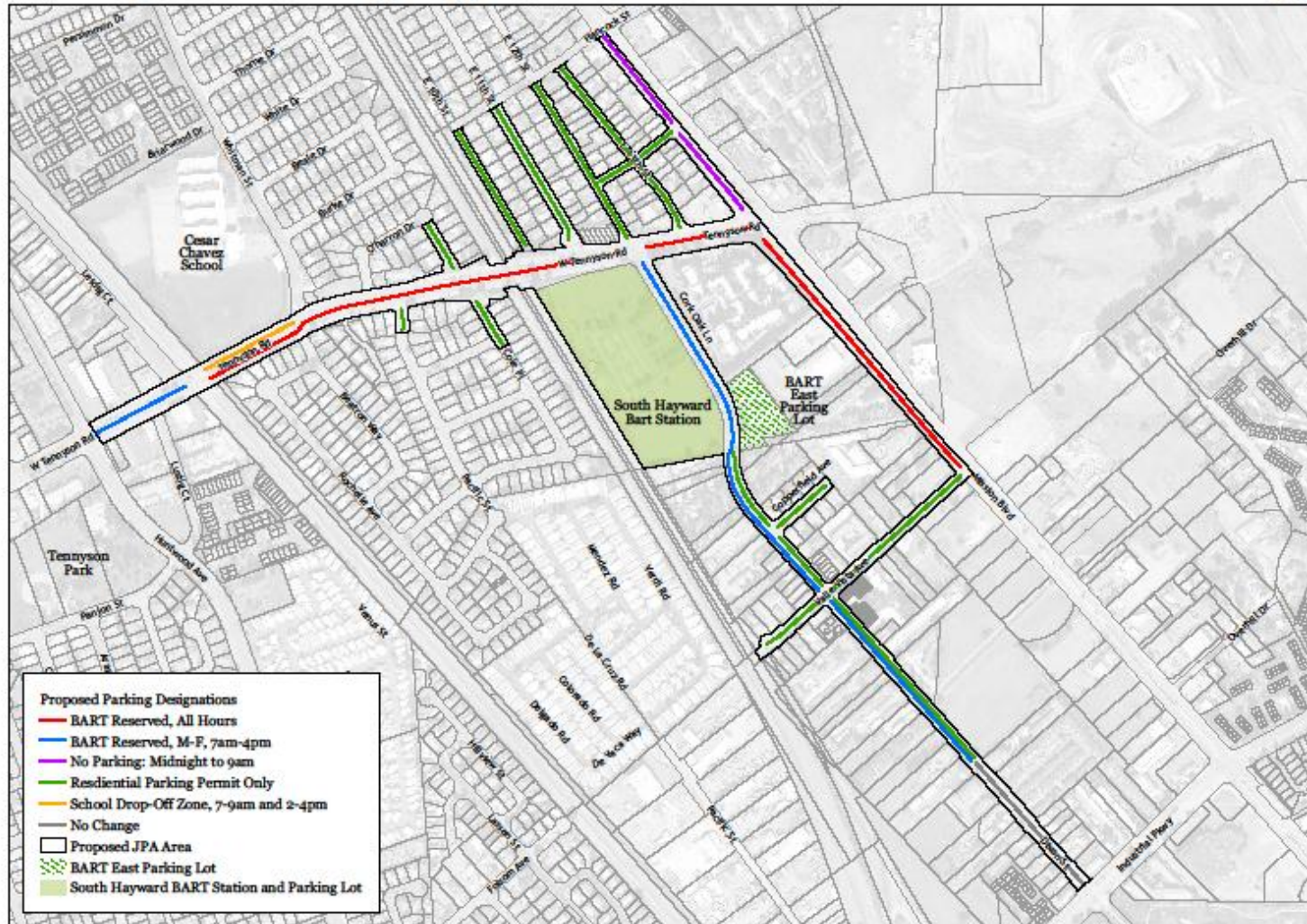


New Alternative Parking Proposal

Attachment V



Proposed Parking Regulations in JPA Area



December 5, 2012

Page 1 of 1



Current BART Parking Charges



JPA Financial Analysis

Phase One Financial Analysis

	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>
REVENUE				
BART Permit Parking	330,917	560,074	866,049	945,200
<u>Parking Enforcement Citation</u>	<u>222,824</u>	<u>220,481</u>	<u>218,164</u>	<u>217,539</u>
<i>Net Revenue</i>	\$553,741	\$780,555	\$1,084,213	\$1,162,739
EXPENSE				
Operations	121,904	159,405	162,501	165,868
Maintenance	0	353,419	362,183	371,166
<u>Capital Expense</u>	<u>35,646</u>	<u>35,646</u>	<u>35,646</u>	<u>35,646</u>
<i>Net Expense</i>	\$157,550	\$548,470	\$560,330	\$572,680
NET REVENUE				
<u><i>Difference</i></u>	<u>396,191</u>	<u>232,085</u>	<u>523,883</u>	<u>590,059</u>
FUND BALANCE	\$396,191	\$628,276	\$1,152,159	\$1,742,218

- All parking and parking citation revenues (even on Main BART lot) flow back to the JPA for operations and maintenance costs.
- Excess revenue first repays City/BART loans for start up capital expenses; then will be reinvested in other improvements for JPA area, e.g. lighting, safety, trash collection, etc.



JPA Financial Analysis – Initial Capital Investment

By BART and City

- Each to reimbursed by JPA over 20 years at 3% interest

Capital Item		Cost	By
Re-stripe/number spaces on BART lot		\$200,000	BART
Stripe new spaces & number them on City streets		\$ 50,000	City
Signage – enforcement & wayfinding on BART lot		\$100,000	BART
Signage – enforcement & wayfinding on City streets		\$ 50,000	City
Install Clipper Card Reader and Parking Validation machines in BART paid area		\$ 1,600	BART
Pedestrian safety fencing on Tennyson		\$ 97,000	City
Purchase & issuing of Permits		\$ 3,000	City
Total		\$301,600	
By BART			
By City		<u>\$200,000</u>	
Grand Total		\$501,600	



Community Feedback/JPA Board Action

Community Meeting – November 5, 2012

- Held at Cesar Chavez Middle School; approx. 20 residents attended
- Similar concerns about current parking conditions in neighborhood
- Some acknowledgement that proposed parking recommendations improved over March 2012 proposal
- Additional neighborhood concerns raised – many already addressed by staff

JPA Board Meeting – December 5, 2012

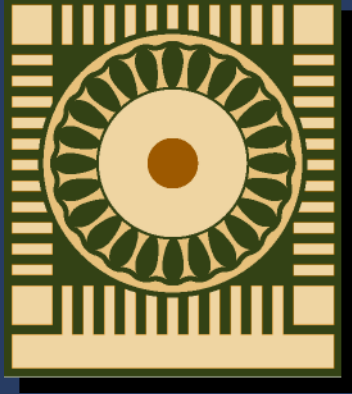
- Recommended that Council and BART Board accept recommendations of November 2012 Parking & Access Study



Next Steps/Future Implementation

- February 2013: BART Board/City Council consider action items related to implementation of Access Study recommendations
- January/February 2013: Assessment of baseline parking conditions around Downtown BART station
- March/April 2013: City and BART staff begin preparations for implementation of new parking regulations
 - Significant outreach to area residents around new permit system
 - Parking enforcement “warning period” – first four weeks of implementation
 - Enforcement by either BART or Hayward Police – TBD
- Review of implementation and financial results every six months by JPA Board. Future changes would return to City Council/BART Board for consideration.





Questions/Comments?

